

EXTRA. 2 O'CLOCK. SOPS TO CERBERUS.

Trifling Changes in Fourth Avenue Tunnel Traffic Ordered by the Central Road.

They Affect the Trainmen Only, and Do Not Cost Anything.

Everett P. Wheeler's Argument for the Ventilation of the Tunnel.

East Side Association's Work to Abate the Smoke Nuisance.

A dispatch from Albany this morning states that Secretary Hudson, of the Board of Railroad Commissioners, denies that the Board expressed the opinion in its report on the disaster in the Fourth Avenue Tunnel that electric lights in the tunnel would tend to make the signal lights less visible, but the Board did say that the evidence before the Coroner's jury as strongly against the use of electric lights (in the present conditions), as it was said to be the smoke and steam would simply be illuminated by these lights and the signals rendered less visible.

The Board announces that orders have been given to the companies operating the tunnel to string independent electric lights in one of the side tunnels, on the side opposite the main line, to test the question practically, and also the problem whether electric lights will penetrate fog, smoke, etc., further and clearer than lights now in signal lamps, with the view of substituting electricity for oil in such lamps.

General Manager Pratt, of the Grand Central Station, has issued the following order to trainmen running through the Fourth Avenue Tunnel: "Conductors, baggage masters and brakemen hearing audible danger signals, when it is evident that the engine is not being governed by them, will stop the train by use of the conductor's valve, and report each case at this office."

Following upon this first step in the direction of making safe the lives and limbs of the thousands of people daily transported through the tunnel, comes a reported statement of President Chaney M. Dewey, of the New York Central road.

Mr. Dewey is said to have given orders that the suggestions of the Railroad Commissioners be carried out. The principal changes in the operation of the tunnel contemplated were reported to be these:

Trains will be run through the tunnel at a speed not to exceed fifteen miles an hour; the audible signals at the home signals will be improved as far as practicable, torpedoes probably being added; the engineers and firemen will be required to furnish certificates that their eyesight is perfect and that, as before, proper perception of color, and, as before, that there was one defect.

Mr. Dewey is reported to have said that he was only too glad to have the Commissioners establish rules for the operation of the tunnel, but that there was one defect.

"The tunnel was designed and built," he said, "by act of the Legislature, and I don't see how it can be altered except by that body. It was built to carry a certain number of trains, and it is not possible to alter it without the Legislature's sanction. It might be better that the Legislature should give them that power."

"Then if they ordered changes in the tunnel and laid down rules for its operation we should have nothing to do but to carry them out to the letter, and this having been done, it should be easy to place the responsibility for an accident."

"The officers of the road would not be in constant fear of an indictment for murder hanging over their heads for something which they couldn't help, but which might be the cause of a system or of something else."

At the Grand Central Station this morning all knowledge of any orders to string independent lamps on the side of the tunnel was denied by the officials.

THE CHIEFS' ANSWER. The movement to secure the proper lighting and ventilation of the Fourth Avenue Tunnel continues to receive hearty endorsement from residents of all parts of the city.

Col. Emmons Clark was Chairman of the Executive Committee. Mr. Everett P. Wheeler, who is counsel for the Association, appeared before the Aldermen's Railroad Committee to urge in behalf of the Association the adoption of an ordinance compelling the New York Central and other railroads to use hard coal in their locomotives, instead of soft coal, the use of the latter having been the source of many complaints from the residents of the neighborhood.

As the adoption of the plan proposed by Mr. Wheeler would entirely obviate this difficulty, a reporter called upon Mr. Wheeler to obtain his views with regard to the matter.

"I am glad to see that the Evening World has taken up this matter and is pushing it so vigorously, and I hope that it will succeed in its efforts, as it certainly deserves to do."

"I have no doubt that the members of the East Side Association will give their hearty support to the bill, which has been introduced at Albany by Assemblyman Sulzer, and that it will be effective."

"I have always been of the opinion that the Fourth Avenue Tunnel should be lighted and ventilated properly, not only for the safety of travelers, but for the comfort of those who live along the line of the road. Such a scheme of ventilation as the Evening World advocates would undoubtedly do away with all the inconveniences which we who live on Park avenue now suffer."

"It is a very difficult matter to induce railroad corporations to make any improvement in the methods of operating their roads, especially when such an improvement means an outlay of money. No matter what the inconvenience or discomfort is, either to their patrons or their neighbors, they will not look at the question in a public-spirited way."

"The only thing that can be done is to compel them by legislative action to make the necessary changes. Almost all the improvements that have been made and the benefits which the public has secured have been obtained in this way."

REMARKS OF LEGISLATIVE ENACTMENTS. "I remember the time when locomotives burned wood. The sparks frequently set fire to buildings and destroyed property. The only way in which the companies were finally compelled to adopt the use of spark arresters was by passing appropriate laws."

"That is the only way in which the people of this city can force the railroad companies to improve the tunnel. Pass the necessary laws, and see that they are enforced, and the companies will soon beat themselves, and improve the tunnel, and the people will be benefited."

"Where the public submit to an imposition, railroad corporations will never voluntarily seek to remove it. On the other hand, they will always take advantage of it as long as they possibly can."

"The cause of the burning of soft coal in the locomotives of this nation has become almost intolerable within the last few years. Formerly they used nothing but hard coal, but now I think they must use the soft variety."

"They have been substituting it gradually, and now they apparently use nothing else. Another thing I understand that there is a regulation that firemen shall not smoke the fire while the trains are going through the tunnel."

"From my own observations I am convinced that this rule is violated constantly, and it is only because the police have endured it so long without complaint that the companies have made no effort to enforce it."

CONDITION STRAIGHTLY GROWING WORSE. "Trains are actually in a worse condition than they were five years ago, so far as the operation of the Fourth Avenue Tunnel is concerned."

"I shall watch the progress of The Evening World's movement with a great deal of interest, and so will hundreds of my neighbors up on Park avenue. We are all interested in any legislation that promises us relief from our present smoke nuisance."

could not see them "in consequence of fog, steam and smoke." If the engineer and fireman could not see the signals they were not responsible at all. Those who were to blame for the condition of the tunnel are accountable for the accident. If the "fog, steam and smoke" filled the tunnel in obedience to an irremediable law of nature, then no human being is responsible. But, as a matter of fact, the condition of the tunnel was due to the refusal of the corporation owning the tunnel to ventilate or light it.

The engineer and fireman are innocent in the showing of the Commission that condemns them. The corporation alone is guilty.

POINTERS ON THE RACES.

Tipsters' Opinions on the Various Winners To-Day.

The programme at Coney Island to-day is one of the best of the winter, and it should draw out one of the largest crowds of the season. Nearly all of the races are for sprinters only, one of the events being over a mile. The track will be dry and hard, and fast time should be made.

The first race is a dash of five and a half furlongs for maidens. Fables looks to have the best of the weights and should win handily. The Lady Hawkins colt is steadily improving and may be second. Patti, with only 59 pounds on her back, should beat the others.

The second race is at six furlongs, and for the first time Kingston will have a track to suit him. Weight will not stop him and he ought to win, after his creditable performance yesterday. Louise may be the runner up and Coneydam may be third.

The third event is at six and a half furlongs. Harbinger has been galloping in a winner with 120 pounds up recently, and with 15 pounds to-day he should win handily. Ferid may be the runner up, and Perawood should beat the others.

In the fourth event at a mile and a sixteenth, Jack Rose looks to have a walkover. He should win handily. Newcombe with his light weight has an excellent chance for the place, and should be third.

The fifth race is at five furlongs, and it contains a famous lot of sprinters. Endure, by his easy win the other day, is evidently going to be a better horse than anything he has won. He should win again to-day. Dixie should be the runner up, and Gladstone should be third.

The last race, at seven furlongs, may fall to Kingston, but it is the going, the style, the luck, and the weight that will count. Amos may be second and Amos may be third.

Refer to the Sporting World makes these selections:

First Race—Wyndham, Patti. Second Race—Kingston, Patti. Third Race—Jack Rose, Ferid. Fourth Race—Jack Rose, Ferid. Fifth Race—Jack Rose, Ferid. Sixth Race—Jack Rose, Ferid.

From Other Morning Papers. First Race—Grasshopper, Lady Hawkins colt. Second Race—Kingston, Patti. Third Race—Jack Rose, Ferid. Fourth Race—Jack Rose, Ferid. Fifth Race—Jack Rose, Ferid. Sixth Race—Jack Rose, Ferid.

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ROCHESTER'S FRAUD EXPOSED

"Allen" Was in Lynn While Wright and Ruttinger Were Here.

New Hampshire's Clue to the Staten Island Mystery Has Failed.

(SPECIAL TO THE EVENING WORLD.) ROCHESTER, N. H., March 27.—Important news has come to light which effectively disposes of the supposition that the young Scotchman in jail here on a charge of swindling boarding-house keepers is William Wright, the brother-in-law of Carl Ruttinger, whose body was found at Tottenville.

It is now stated that James Earl Hamilton Allen, alias Edgar W. Rusk, alias Wood, alias Walker, alias Allen, has not been in New York for the last two months at least, and that a week before Ruttinger and Wright landed in this country James Earl Hamilton Allen was in Lynn, Mass., and that he carried on operations there during almost the whole of the time that Ruttinger and Wright were together in a boarding-house in New York.

This final clue comes from people in Lynn. A dispatch from there states that Allen arrived in Lynn on Saturday, Jan. 8, and remained until Jan. 10, at Mrs. Allen's boarding-house. He ran up a board bill and left the place without a word of warning.

During his stay in Lynn, he spent most of his time in the house, and by his nervousness and irritability showed that something troubled him. His landlady says that he acted as a man in hiding.

He received several letters from Glasgow during his stay, one of which bore the date of Jan. 13, apparently startling him greatly. Since his departure his wife has been looking for him, and Mrs. Price says that, judging from a letter which she saw, her real name is Stoddard.

Allen or Stoddard, when asked for the names of friends who could clear him from suspicion, gave the name of Carl Ruttinger, of Jersey City, N. J., and Thomas Cushing, of Boston. The latter is the brother of J. J. Cushing, of the United States Druggist Supply Company, of Boston. He has replied to queries and says that Allen is a thief.

Mr. Cushing has left a letter to him with a letter of recommendation, and said he was Second Lieutenant in the Seventy-second High School Cadets, and that he was a member of the New York State National Guard. He had no money, and young Cushing lent him \$25 and paid a week's board for him.

Major Cushing says he took Allen about Boston with him and introduced him at the armory of the Ancient and Honorable Artillery Company, where he signed his name on the book as William B. Allen.

Mr. Gustave E. of 127 East Fifth-street, says that Carl E. Ruttinger and William Wright came to his house on Jan. 10, the day after they arrived in New York. They were from Chicago, and that Wright was at the house every day until Jan. 15.

On that date he left for Boston, but returned on Jan. 18, three days later. He did not say where he had been, but he said he had been to Chicago, and that Wright was at the house every day until Jan. 15.

Mr. Allen is certain that the man who came to his house on Jan. 10, was Carl E. Ruttinger, and that he was a member of the New York State National Guard. He had no money, and young Cushing lent him \$25 and paid a week's board for him.

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MAY DIE FROM HER BURNS.

A Brooklyn Woman's Clothes Caught Fire and She is Terribly Hurt.

She Stepped on a Parlor Match, Which Ignited Her Garments.

Through accidentally stepping on a parlor match a Brooklyn woman's clothing was set on fire and she received injuries which will probably cost her her life.

She is Mrs. Oudra Erickson, a Swede, living on the top floor of a three-story brick-house, numbered 34, Fourth place.

Mrs. Erickson was at work in her kitchen at 3:30 this morning when she stepped upon the match, which had accidentally fallen on the floor. There was a sharp report, and a few seconds later she discovered that her clothing was burning.

Almost as soon as she made the discovery, her garments were in a blaze. She tried to tear off the blazing clothes, and in doing so burned her hands severely.

Her injuries were attended to by an ambulance surgeon, and she was taken to the hospital in great agony.

The surgeons say she is in a very low condition, and they do not think she will survive until night.

The fire extended to a lower floor and did some damage.

OPENING NIGHT AT BARNUM'S.

"The Greatest Show on Earth" Drew Thousands to Madison Square Garden.

The Colts of shows is with us again. That means that Barnum & Bailey's circus opened the season of 1931 at the Madison Square Garden last evening, and that several thousand men, women and children saw, or tried to see, everything that was simultaneously offered for their entertainment in three rings and on two platforms.

If one had all the faces of a Janus he could not possibly watch with uninterrupted interest the four or five exhibitions presented at one and the same time in the Garden last night. There was so much that was uncommonly good that the spectators used the effort to take it all in in a comprehensive glance, and were satisfied to gaze at the evolutions in one ring at a time.

The new Garden can hardly be improved upon as a hall of exhibit for the colossal collection of the greatest things in the world. Too much of Barnum, and it is content if it can sit and watch only a portion of what is passing in such bewildering profusion before its eyes.

News of the composition of his programmes. While never forgetting the quality of the circus must first be considered, he has at the same time never lost sight of the fact that quantity is a prominent factor in the success of a circus.

WAS SHE ROBBED OF \$1,325?

Mrs. Christensen Sticks to Her Story That She Was Held Up by Highwaymen.

It Was 8 o'clock But the Church-goers on President Street Didn't See Anyone Run Away.

Police Captain Leary, of Brooklyn, says it is the queerest case he ever handled, and Detective Horne says he doesn't know what to think of the story of Mrs. Emelia Christensen, who reported last night at the Butler street police station that she was held up on President street by two highwaymen and robbed of \$1,325.

Mrs. Christensen is a Danish widow on a visit to her sister, Mrs. Kurb, who lives at 51 Carroll street, Brooklyn.

She was to have left for her home to-morrow and, at the time she says she was robbed, was on her way to the office of Edward G. Lee, at 217 Columbia street, to purchase her husband's bill of exchange for the Bank of Denmark.

The robbery, Mrs. Christensen claims, occurred about 8 o'clock, on President street, between Clinton and Henry streets, in the full glare of two electric lights, one at each end of the block.

She made no outcry, being too weak and frightened from the result of the attack, and the daring robbers were safely out of sight before she recovered to cry out. They ran in opposite directions, she states.

Strange then, says Capt. Leary, that no one saw the fugitives.

The neighborhood has lately been visited by sneak thieves, and the Captain and his men are continually patrolling the streets. The police say, and they think it rather odd that it is a brilliantly lighted street, and that the robbers were so bold as to attack a woman with her arms full of money.

Another remarkable feature of the case is that no one saw the robbers, and that the woman was not hurt. She was carrying a bag full of money, and she was carrying a bag full of money.

The money was drawn from two banks, the South Brooklyn Savings and the Seamen's Savings bank, of this city, yesterday afternoon, and it was carried to her home in a bag.

Mrs. Christensen brought most of the money with her from the Seamen's Savings bank, and she was carrying a bag full of money.

Mrs. Christensen says she was about in the middle of the block on President street, when she was attacked by the robbers. She was carrying a bag full of money, and she was carrying a bag full of money.

The police have a theory, but they won't make it public. All Capt. Leary will say, after stating the facts, is that he has no idea who the robbers are, and that he has no idea who the robbers are.

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WIFE SAVED, HUSBAND LOST.

Capt. Hanson's Scoop Upset by the Rising Tide.

Daring Attempt at Rescue by the Steamboat Patrol Policemen.

By the upsetting of a sand scow early this morning Capt. Frank Hanson, after saving the life of his wife, lost his own, and Patrolmen Hahn and Harper, of the police steamboat patrol, were given a hazardous trip, only partially successful, in a row boat, down the bay.

It was exactly 2 1/2 hours when Police-man Godfrey, "long watch" on the steamer Patrol, lying at Pier A, North River, was startled by the screams of a woman.

He hurried out on deck, and to the right of him on the lower end of the Iron Steamboat Company's pier he saw a woman clad in white, who was frantically calling for some one to come to the rescue of her husband.

Godfrey also saw that the sand scow which had been moored to the dock was upturned. He hurried back into the cabin and told Sergeant Straus, who was on duty.

The Sergeant, too, had heard the cries and he instantly aroused all the men asleep on the boat.

Don't lose a moment," shouted Sergt. Straus. "Dress any way."

Police-men Hahn and Harper in their stocking feet and wearing only their trousers and vests were the first on deck.

They ran to the float, and launching a boat, pulled out into the stream after the scow which had broken its moorings and was drifting down the bay with the outgoing tide.

Hahn and Harper pulled vigorously in the chilly morning air, and finally overtook the scow opposite Governor's Island.

The scow was righted, and clambering over the sides the two officers made for the cabin, feeling that it was their duty to save the man who was in the scow.

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FRANK STOCKTON, BUDD DOBLE, JULIAN HAWTHORNE.

These and many other writers in the SUNDAY WORLD.

EXTRA. 2 O'CLOCK. COLOR IS BOYCOTTED.

White Policemen Won't Sleep in the Same Dormitory With Overton.

Remarkable Uprising in a Brooklyn Station House.

Overton Sleeps Peacefully, But His Comrades Sit Up All Night.

The policeman's lot is not a happy one for Officer Willie Overton, the negro undertaker who donned the blue and brass a few weeks ago in Brooklyn.

The latest trouble that has come to the white policeman broke out in the dormitory of the Adams station. Wednesday night, when Patrolman Overton came in from his tour of duty on the post in Fulton street, from the City Hall to Nassau street, all the white policemen in the bunka area, silently dressed themselves and ascended to the sitting-room on the floor below.

There the bluecoats settled themselves in chairs and sat out the rest of the night. They say that they will not sleep in the same dormitory with a negro, and that's all there is to it.

POLICEMAN WILLIE OVERTON. Last night again the patrolmen refused to go to bed in the dormitory, and six of them kept on other company around the stove in the "reserve room."

Capt. James Campbell is in command in this precinct, and when asked about the trouble this morning he said:

"It is true; there are six or seven out of bed in the room where Overton sleeps. The room is 40 feet long by 12 wide, and about 10 feet high. The beds are five or six feet apart. When Overton went to bed the others got up, came downstairs and sat up the rest of the night."

"They are simply depriving themselves of rest. I can't see any good that they are doing themselves. No. I don't see any good that they are doing themselves. No. I don't see any good that they are doing themselves."

"Overton is a beginner, to be sure, but he is learning very fast and is doing as well as most beginners. Like all new men, he has no regular post, but takes the trick of some other who is off for the day. I do not know that Overton has any special trouble other than this, and this will blow over after a while."

An Evening World reporter found the dark-skinned policeman at breakfast with his pretty mulatto wife in the rear of the undertaking shop in Lawrence street.

"Trouble? No, sir; I haven't had any trouble. I don't know whether the other men go to bed in the dormitory or not. I go to bed, and I go to bed to sleep—not to watch the other officers."

"I'll tell you: I am a policeman to do my duty. I don't care for what others do. So long as I do my duty faithfully I guess I'll get along all right."

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